RAILROAD HOBBY. A CLASSIFICATION OF ITS CONTENTS.

IWAO OTSUKA

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Railroad hobby. A classification of its contents.
Iwao Otsuka

The distinction between hobby and work. Relationship with railroads.

(1)
Hobby.
Activity. To do with concentration. To do with enthusiasm. What he himself likes to do. Enjoyment. Only applicable in that case.
The activity must include both of the following cases If he can make a living. When it is not possible to earn a living. Enjoyment as a producer or service provider. Enjoyment as a consumer. Both of these must be present.
(2)
Work.
Activity. The activity must include both of the following cases When he himself likes the activity. If he himself dislikes the activity.
The activity must include both of the following cases When he himself enjoys the activity. If he finds the activity painful.
The activity should be applicable only if it can earn a living. A livelihood as a producer or service provider that generates money. A livelihood as a consumer, spending money. Both of them must exist.

In the case of railroading, both hobby and work exist.

The hobby of railroading. The components of railroading. A mental infatuation with each component. To be mentally absorbed in each component. Their occurrence. Their causes.
The work of the railroad. Components of the railroad. For each component, to find and implement a means of earning a living. Their occurrence. Their causes.

The components of the railroad. Each of these components becomes a hobby and a job.

Analysis of the work of the railroad. Each task becomes a hobby and a job.

Facilities of railroads. Each piece of equipment becomes a hobby and a job.
(1)
Stations. Ticket gates. Platform.
(2)
Vehicle. Driver. Conductor.
(3)
Passengers.
(4)
Station staff.
(5)
Command staff. Command system.
(6)
Workers. Work machines.

Railroad operations. Each of these operations is the object of a hobby and a job.
(1)
Interpersonal duties. Handling of passengers getting on and off the train.
(2)
Work with objects. Work with machines. Operation of trains. Operation of railroad maintenance vehicles.

Perspectives on railroad hobby considerations.

(1)
Railroads from the user’s point of view. A hobby about that position. Consideration of railroads from the passenger’s point of view.
(2)

Railroads as seen from the service provider’s side. A hobby about the position. To examine railroads from the perspective of station staff.

Railroad hobbies and senses.

(1)
Vision. Photographer.
(2)
Hearing. Recorders.
(3)
Tactile sensation. Skin sensation, confrontation with an object.
Example. Sense of speed. Rigidity.
Examples. habitability. Air conditioning.
(4)
Taste. Diner. Station lunches.

Railroad hobby and life type.

(1)
Sedentary people and trains. Women and trains. High interest in cabin performance. Staying in an expensive, high occupancy car. To look good and be highly regarded. Tools for this purpose. Riding in expensive special sightseeing honor trains.
(2)
Mobile people and trains. Men and trains. High interest in mobility performance. Attracted by the speed and complexity of the system. Riding the next generation Shinkansen.

The purpose of the railroad hobby.

What do you enjoy? What do you compete in? Classification of contents.
(1)
To move in space, automatically or with a driver, at high speed.
(2)
Fast, systematically moving, periodically moving, massive objects. To look at them. To photograph them and taste them repeatedly. Photography of railroad cars.
(3)
To appreciate the habitability of the interior of a space. Inside a train. Inside a station.
(4)
To enjoy and savor the various cultural relics of the destination. Natural scenery. Man-made objects. Meals. Bath. Living room. Personality of service personnel.
(5)
Changing train windows. The scenery and sights of the destination. To enjoy them.
(6)
To collect records and traces of spatial movement. To collect the movements and releases of traffic management companies.

Classification of railroad hobbies. Variety in terms of its nature.

(1)
Speed. A passionate interest in vehicles designed for high-speed operation.
(2)
Big, hard, heavy boxes made of steel and aluminum. The fact that they run on the tracks and on the track, in long formations, automatically following each other. The dynamic nature of their contents. Mechanicity.
(3)

Systematic nature. Complexity of the system. Control of the running of the vehicle itself. The drawing of the route map. The nature of boarding and unloading on the route. Responding to occupants getting on and off at stations within a time limit. Good recovery in the event of an accident. Electronic bulletin boards in the train and at the station. The variety and accuracy of the displays.
(4)
Livability. Air conditioning. Seating comfort and richness. Availability of good food in the train. Sleeper trains.
(5)
Collecting. Satisfaction of ownership. Object of collection. Buying rare tickets. Buying goods that are difficult to obtain on a first-come, first-served basis. Buying limited edition goods. Taking photos of different types of vehicles. Taking pictures of trains during events. Photographing cars from fixed points. Emphasis on memorability. Awareness of the fact that they will never get it again, and the pressure to get it. A tool for showing off to others. Fulfillment of the desire to own something that can be seen at any time. Complete access to all train lines in Japan. The first ride to an opening station or train.
(6)
An object of accumulated knowledge. Poetry. Accumulation of precedents about the history of railroads. Exploration of history. Audio-visual presentation of the contents of these summaries. A video series about lost trains and lost routes.
(7)
Innovation. Railroad systems that break through conventional concepts. Predictions and ideas about their emergence.
(8)
Accuracy. Signals. Stable power supply. Appropriateness of commands during disruptions. Appropriateness of work and signaling by station staff.
(9)
Diagrams. Higher speed of honor trains. Increase in the number of regular trains. Opening of new stations. Abolish or reduce the number of honor trains. Reduction in the number of regular trains. Station closure. Good or bad congestion in commuter rush hour. Operation of trains. Operation

arrangement.
(10)
Viewability. To see the view from the driver's seat. Getting the driver's point of view.
(11)
First time experience. Taking a ride on or filming your first driving experience. Last experience. To ride in the last operation and to take pictures of it.
(12)
Realism and games. To have the same realistic experience in a game as in a real car ride. Driving games. Competition of train driving skills. Railroad management simulation game.
(13)
Realism and models. You want to make the cars run the way you want them to. In order to do so, they need to shrink the scale of the cars. The realism of the model. How well the model runs.
(14)
Management. Is it running in the black or in the red? What are the causes of the profit and loss? What are the future plans? Critique them. The fun of it.
(15)
Retro and novelty. Old hard-ticket tickets. Collecting them. The first operation of a new type of train. The first ride. Its collection.
(16)
Travelability. Enjoyment of traveling by train. To like riding trains.
(17)
Constructability. Civil engineering interest. Reading blueprints. Exploring abandoned railroad sites. Evaluating good and bad line types.
(18)
How good the trains, station buildings, bridges, etc. look. How much you like it. Its evaluation.
(19)
Rarity. Encounters and discoveries of errors and curiosities. Encounters and discoveries of expensive and rare vehicles and equipment. Preserving them as history. Photographing and recording them. Encountering loop lines and switchbacks.

Encountering endangered vehicles. Encountering test and trial trains.
(20)
Exploring history. Generating records for posterity. Exploring the remains of structures such as stations and bridges, and abandoned railroad tracks. Survey of uncompleted lines. Exploration of preserved vehicles. Development of a movement for the dynamic preservation of vehicles and lines.
(21)
Enjoyment of scenic views. Enjoying train windows. Enjoying the scenery with trains. Enjoying the wiring of the railroad tracks. To enjoy crossing a bridge or going through a tunnel. To enjoy crossing mountain passes and rivers. To enjoy watching railcars passing by. To take photos and videos of them.
(22)
Enjoyment of participating in events. Participating in and photographing garage open-house events. Applying for commemorative ticket sales. Riding on a special sightseeing train.
(23)
Enjoying human interaction. Participating in trips and parties with like-minded people. Interaction between railroad fans and railroad operators. Making friends and acquaintances.
(24)
Geographic enjoyment. Viewing maps depicting railroad tracks. Track the curves of the tracks on the map. Tracking the location of mountains and rivers and their relationship to village locations. Relationship to climate. Investigating glacier express trains. Exploration of unexplored stations.
(25)
Attraction as a subject for photographs and videos. Formations, vehicles, and civil engineering structures. Great length. Large scale. Rigidity. Dynamism. A sense of life. Beauty. The crossover of railroads and high school girls as photographic subjects. Preference for photographing trains.
(26)
Diversity. Wide gauge, standard gauge, and narrow gauge. General railroads, mountain railroads, and forest tracks. Single track and double track.

(27)
The appeal of railroad tracks. The constant connectivity between geographically distant spaces. The quality of the wiring of the tracks. The fun of switchbacks and loops. Exchange of trains on a single line. Superior train evacuation.

Extraction of general hobby categories. Relation to railroad hobby.

(1)
Discovery. Inventions. Discovery of a new unexplored station. Invention of a new transportation system.
(2)
Collection. Collection of hard currency tickets. Taking pictures of each type of electric locomotive. Collection of train types by that.
(3)
Recording. Taking pictures. Making memories. Exploring and photographing the northernmost station. Making memories by doing so.
(4)
Analysis. Analysis. Deciphering. Reading train schedules at a deep level. Determination of comfortable train connections.
(5)
Appreciation. Enjoyment. Train car design. The comfort of train cars. To love them. The superiority of locomotive design. To identify and appreciate them.
(6)
Evaluation. Good or bad. Likes and dislikes. Favorites. Identify your likes and dislikes of vehicles. To find a favorite vehicle or route.
(7)
Learning. Learning. Memorizing station names and train names.
(8)
Training. Training. To aim high. Mountain climbing. To get on and off at all stations on all lines. To try to transfer trains in

more difficult conditions.
(9)
Making friends. Achieving and maintaining harmony within a hobby-settled group. Creating and maintaining friendships. To create and maintain good friendships. To manage a railroad hobby circle for children.
(10)
Killing time. Riding a train of my choice while it is stopped until my next appointment. Eating station lunches before my next appointment. That’s how I kill my free time.

Hobby. The basic neuropsychological classification of hobbies. Related to railroad hobbies.

(1)
Sensation. Something new or superior. To want to taste them. To want to see them. Such sensory desires, such as those of taste and sight. Eating a station lunch. Riding in a new car.
(2)
Perception and cognition. To want to know the subtleties of things. The desire to analyze things. Intellectual desire in such perceptual and cognitive aspects. Analysis of train schedules.
(3)
Memory. Their own favorite targets. The desire to remember more about them. The desire to collect and store more things about them. The desire to remember, to collect, to accumulate, and to record. Taking pictures of trains and stations. Collection by photographing famous scenery.
(4)
Thinking. The desire to think and ponder about their favorite targets. Such desire to think. Critique of vehicles. Critique of the management of a railroad company.
(5)
Execution. The desire to realize their favorite targets through various actions. Such a desire for execution and realization. Realization of boarding a difficult-to-board train.

(6)
Physical exercise. The desire to realize one's favorite target by exercising one's own body. Such a desire for physical exercise. A favorite seat in a favorite vehicle. A competition for a seat in a favorite vehicle, involving a dash for it.

Female-dominated society. A society centered on a sedentary lifestyle. Characteristics of train fans and train enthusiasts in these societies

(1)
Authoritarian psychological reliance on railroad companies and equipment. They have an absolute and sacred view of the existence of railroad equipment. This feeling is similar to the feeling of dependence that people have on the state and monarchy. They are aware of railroads as state-owned, semi-state-owned, and state-controlled entities.
Example. In Japan, the predecessor of JR was for a long time a state-owned railroad. In Japan, even the construction of private railways requires permission from the government.
They consider railroads to be the key to the survival of society, especially in urban areas such as metropolitan areas and large cities. They recognize its national importance and feel great social authority in the existence of railroads. They unconsciously treat and worship railroad facilities as their psychological superiors. They are psychologically dependent on the existence of railroads. For them, the railroad is a psychological support. For them, the railroad has become a substitute for their own state and parents.

(2)
They have a permanent view of railroad equipment. They take for granted the historical survival of railroad equipment. They view the existence and trends of railroad companies,

equipment, and rolling stock as valuable existence that will remain forever in history as an unshakable precedent. They are psychologically dependent on them. They believe in the permanence of railroads and their historical sites. Based on this belief, they take and collect railroad photos, videos, timetables, tickets, and model railroads, and preserve them in their own hands for a long time. They are passionate about exploring abandoned railroad sites and checking their current status.

(3)
They anthropomorphize railroad equipment. They think of railroad cars and other equipment as if they have some human feelings. They treat them as objects of psychological sympathy. They place importance on the life of railroad equipment and rolling stock. They follow the rise and fall of them, their introduction, transfer, and scrapping. They relentlessly follow their fortunate or unfortunate fates. They have a strong sense of sympathy and empathy for those fates. They feel the following emotions toward abandoned vehicles and discontinued lines. “Thanks for all the years of work you’ve done! Thank you!”.
They are psychologically addicted to anthropomorphic characters of railroads. Example. Virtual characters of female station attendants and female drivers, mainly set up by railroad companies. Their emotional pursuit of such warmth. Railroad equipment and rolling stock as cold physical entities. Such a sense of reality. There is a huge gap between the two.

(4)
They take the contents of (4-1) as the contents of (4-2).
(4-1)
Railroad equipment, rolling stock, and operations personnel.
(4-2)
Partial components and parts of railroad equipment and vehicles. An object to be integrated with railroad equipment or vehicles.

Example. Psychological identification of the driver of a railroad vehicle with the railroad vehicle. To regard the driver

of a railroad vehicle as a part of a railroad vehicle or a railroad facility.
Example. Taking pictures of the front view of a railroad vehicle. A photograph of a driver driving a train that is taken in conjunction with it. They are desperately trying to create a mosaic against the reflection of the faces of ordinary passengers. On the other hand, they film the driver openly, without much recognition of his independent personality or privacy. They view station staff as if they were some component of the station's equipment. They openly photograph station staff.

(5)
They have a strong sense of psychological unity with the railroad company. They try to think about the survival of the railroad company itself from the standpoint of station staff and employees. They try their best to do the following Pretending to be a manager of a railroad company. Example. Responding to a personal injury on the railroad. Constructing new railroad lines. Making train schedules. Criticizing and reviewing them in the following way. "The current management, administration, and operation order are incompetent! I'll show them how it's done!" To love the execution of these actions. They pretend that they themselves have become managers and operational employees of the railroad company. They are superficially critical of the management of the railroad company. However, in reality, they are more like cheerleaders for the railroad companies. They view the existence of the railroad business in an entirely positive light. They have the following psychological feelings toward railroad companies and facilities. Psychological intimacy like a friend. A sense of camaraderie. They treat railroad companies and rolling stock as their own relatives. They often mix public and private, and enter the interior of railroad facilities without permission for their own personal photography. They are similar to the following people in their thinking. People on the right side of society. They become cheerleaders for the state to which they belong, and become psychologically integrated with the state.

(6)

A cold, hard physical entity that operates systematically at high speed. As such, railroad equipment, railroad cars, and railroad operation systems. To be interested in such objects. They are masculine in their thinking in this respect. Their thinking is an extension and continuation of the interests of boys. Example. Enthusiasm for railroad car driving games or running model trains.
Male railroad fans like them are not easily interested in people. They are not good at interpersonal relationships in this respect. On the other hand, the female-dominated and sedentary societies to which they belong are driven by the social norms of women. Such societies place the utmost importance on interpersonal relationships. Such societies traditionally have a strong tendency to settle down in one place. Women are more interested in people than in machines and systems. Male railroad fans in such a society lack the following perspectives. A perspective that tries to move in line with women's interests and preferences. A feminine perspective. Therefore, male train fans in such a society can only be A social outcast. The lower social caste. Social immature. Example. Japanese railroad fans are often called "railroad geeks" in Japanese society, and are socially despised and treated coldly. The fundamental reason for this.
Female train fans in a female-dominated or sedentary society. They have the following characteristics. The railroad hobby is minor among women. Their absolute number is not increasing. Their interests include the following Relaxation in a railroad car. The living environment inside a railroad car. Interest in station lunches, local specialties, and famous places along the train line. Shopping and dining facilities and environment in the station. The importance of these factors. In these respects, female railroad fans have different characteristics from male railroad fans. In other words, female train fans tend to be Male railroad fans who are reluctant to talk to women directly and who are reserved toward women. A female idol for them. A princess for them. Such a state.
The existence of railroads inherently encompasses the following. A personality that tends to be more interested in the operation of machines and systems than in people themselves. Such a character is in line with the masculine character. This

has a lot to do with the following situation. The fact that railroad fans are all male.

(7)
They have a complete collecting habit in the hobby. They are perfectionist in their collection of hobby data and items. They try to ride every train line in the country completely. They memorize all the cars of a particular railroad company without fail. They want to record the complete melody of every train station on a particular train line. When shooting train windows and front views, they try to capture the complete video of all the operating sections of the train or line without omission. They try to perfect the composition of the railroad photos they take. They try to collect all of a particular model train series without fail.

(8)
They are obsessed with precedent in the hobby. They are dependent on hobby precedents. Example. Past railroad cars and train schedules. The amount, detail, and accuracy of knowledge about them. The amount, detail, and accuracy of their knowledge. To show them off to the people around you. The location and composition of railroad photographs. The best candidates for them. For them, the contents are already out there. For them, these contents are virtually predetermined as precedents and conventions. They will all adopt them. Train schedules for each train line. The contents are predetermined. They all act in accordance with them. Among them, there are people who are Railroad lines and trains. Their historical background. Transfers of rolling stock. A lot of precedent data about them. The accumulation of such data in large quantities, independently, through photography and other original research. The people who have achieved this goal are the great masters of the hobby. They cannot go against the opinion of such a person. They try very hard to become such a person themselves. They flaunt the following contents. Railroad parts, model trains, tickets, and goods that they have collected so far. The extent of their accumulation. Photos and videos of the following contents that they themselves have taken in the past. Trains and route sections that are now obsolete and can no

longer be boarded. These photos and videos were taken in advance. In filming railroad videos, they simply mimic the way existing TV programs are structured. They rely on those formats.

(9)
They will try to achieve the following To perform and complete the most difficult tasks in the hobby. By doing so, they show off their own power to those around them. To gain social attention by doing so. To be cool with it. They either admire or are jealous of the results of such flaunting by others. They try to achieve the following Plans of action that are difficult in terms of economy, time, and energy. Travel plans. Plans to take pictures or videos. Executing such plans. To be noticed for doing so. To be admired for doing so. Being able to dress well. To be able to be cool with it. Or, to get a high number of views, high advertising revenue, and high fame. For them, railroad photography is all about the same shooting location and the same composition. Therefore, the quality of a train photo depends on the performance and price of the camera. As a result, the only people who can take good railroad photos are the rich. As a result, the hobby of train photography has become a tool to show off one's economic power.
They take trains and route sections that are difficult to take due to their schedules. Example. The first train to open for business, the one train a day that runs early in the morning. Trains that run through remote areas. A train that runs in a remote area, or a train that has a very unusual carriage. They take a picture of the train and show it off to the people around them. They take trains and routes that are very expensive to take. Example. Sleeper express. Green cars. Overseas trains. They take pictures of their records and show them off to others. Trains that take a very long time to ride through. The windows and front view of such trains. All of them should be filmed continuously. By doing so, we will show off the following to the people around us You have enough time. The ability to afford the equipment to shoot. The ability to maintain the energy to shoot.
They will try to achieve the following A route or station that is

too far away geographically. Lines and stations that are too inconvenient to get to. Routes and stations that are not easily accessible by ordinary people. Secret routes. unexplored stations. Such railroad facilities. To photograph and record them, and introduce them to the people around them.
They try to realize the following contents. Planning a train trip, which is difficult to do if you are not rich. Plan a train trip, which is difficult to execute if you don't have enough time. To record the process of executing these plans by taking photos and videos. The results of these recordings should be made public. By doing so, they show off their high social standing and social advantage to the society.

(10)
They are very knowledgeable about the following Transportation and travel for the use of railroads. Geographical knowledge required for these. The latest information about them. They are very good at the following Looking at and using maps. They are very knowledgeable about the following Tourist attractions in each area. Places of interest. Places of scenic beauty. Holy places of anime. Knowledge of their existence. They make frequent travel plans and visits to these places. They become obsessed with exploring new places to visit. They are familiar with the following Staying at hotels and inns during their travels. Eating at restaurants in the destination. They have a wealth of local information about the destination. They are very knowledgeable about the following Travel routes. Passage routes. Routes to work and school. Transfer information. Non-rail transportation. Road conditions.

In their society, the same tendency can be seen in hobbies other than railroads, such as buses, roads, and dams.

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